

**TRANSPORTATION ADVISORY BOARD**  
Metropolitan Council Building, 390 Robert Street No., Saint Paul, Minnesota 55101

**TAB PROGRAMMING COMMITTEE**

Meeting Minutes: August 11, 2011  
Metropolitan Council Chambers.

Members Present: Robert Lilligren, Co-Chair, Tony Bennett, Jan Callison, David Gepner, Scott McBride, Dick Mussell, Jill Smith, Dick Swanson, Jon Ulrich, Bart Ward, Andy Westerberg.

Guests and Staff: Mark Fuhrmann, Metro Transit  
Serge Phillips, MN Department of Transportation  
Kevin Roggenbuck, TAB Coordinator

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**I. Call to order.**

Co-Chair Lilligren called the meeting to order at 12:40 PM.

**II. Adoption of the Agenda.**

Mr. Mussell moved, seconded by Ms. Callison to adopt the agenda. The motion passed unanimously by voice vote.

**III. Approval of the Programming Committee minutes from June 15, 2011.**

Ms. Mussell moved, seconded by Ms. Smith, to approve the minutes from the June 15, 2011 TAB Programming Committee meeting. The motion passed unanimously by voice vote.

**IV. Information Items and Action Transmittals.**

**(a). Information: 2011 Central Corridor Light Rail Transit Project.**

Mr. Fuhrmann updated the committee on the construction of the Central Corridor Light Rail Transit (CCLRT) project. Mr. Fuhrmann said the construction is almost 20% complete and showed photos of the construction from the maintenance facility in downtown St. Paul to where Central Corridor joins the Hiawatha line in downtown Minneapolis.

Mr. Fuhrmann' presentation included several illustrations showing how buildings, stations and other facilities will look when construction is completed. Mr. Fuhrmann noted that 95% of the weight of the Bremer Bank building in St. Paul was recycled. The day after classes ended at the University of Minnesota, Washington Avenue between Harvard and Oak Streets was closed to traffic forever and work began strengthening the Washington Avenue Bridge for LRT and adding structural redundancy.

Mr. Fuhrmann also described the number of jobs created and answered questions about meeting disadvantaged business enterprise goals during construction, the contingency budget and funding splits. Ms. Smith asked whether park and ride facilities are part of the project. Mr. Fuhrmann also said no park and ride facilities are included in the design of the CCLRT.

**(b). 2011-54: 2011-2014 Transportation Improvement Program Amendment: Metro Transit.**

Mr. Mayasich presented this item to the committee. Mr. Mayasich explained that these funds are part of the full funding grant agreement for CCLRT and these funds in the TIP amendment request are available in FY 2011. Metro Transit intends to submit a grant application to the Federal Transit Administration before the end of the federal fiscal year on September 30, so these funds need to be amended into the current TIP.

Mr. Bennett moved, seconded by Mr. Swanson, to recommend adoption of the TIP amendment as described in action transmittal 2011-54. The motion passed unanimously by voice vote.

**(c). Information: 2011 Regional Solicitation Update.**

Mr. Roggenbuck informed the committee that due to the state government shutdown that began on July 1, staff implemented the TAB's action to postpone the application due date by at least one month after the end of the state government shutdown. Staff informed all potential applicants on our email list of the postponement and included the notification on the regional solicitation webpage. Resolution on the state budget was reached during special session on July 20 and many state employees were back to work on the next day. After consultation with the TAB Chair, staff notified potential applicants that the new 2011 regional solicitation due date is Monday, August 22. The solicitation webpage was updated to reflect the new due date.

**(d). 2011-55: 2012-2015 Transportation Improvement Program for the Twin Cities Metropolitan Area: TAC.**

Mr. Roggenbuck presented this item to the committee. Mr. Roggenbuck reviewed the public comment report with the committee, including responses to comments made during the public comment period and changes to the project tables in the Appendices. Mr. Roggenbuck called the committee's attention to three projects that MnDOT staff recently discovered was mistakenly left out of the 2012-2015 TIP, and said the Technical committee's recommendation to adopt the TIP included these three projects programmed in 2012. Mr. Roggenbuck said this information was emailed to the TAB members the previous day. Copies of the revised project tables highlighting the three omitted projects were distributed to the members.

Mr. Ulrich asked if the Met Council has changed its policy on providing regional transit capital bond funds as the match to CMAQ awards. Mr. Roggenbuck said that the Council decided to review CMAQ-awarded projects individually and decide whether to provide RTC bond funds as the non-federal match, rather than committing RTC bond funds to all CMAQ-awarded projects. Due to uncertainty about legislative approval for future RTC bond funds and desire to ensure consistency with regional transit investment priorities, the Council decided to consider the projects on a case-by-case basis. Mr. Ulrich said this is potentially a big change for suburban transit agencies and this should be discussed at the Policy Committee and full TAB.

Mr. Bennett moved, seconded by Ms. Smith, to recommend adoption of the 2012-2015 Transportation Improvement Program for the Twin Cities Metropolitan Area, including the three omitted projects discussed earlier, and as described in action transmittal 2011-55. The motion passed unanimously by voice vote.

**(e). Discussion: Contingency Planning for the New Federal Transportation Act.**

Mr. Mayasich presented this item to the committee. Mr. Mayasich said the TAC forwards two recommendations to the TAB, and described each to the committee. Discussion followed. Mr. Mayasich explained how regionally-selected projects would be deferred in the TIP to balance the federal funds available with the federal funds committed.

Mr. Roggenbuck provided a table to the committee and explained how federal funds in a new Act that follows the bill outline from the House Transportation & Infrastructure Committee will leave little funding available for the 2011 regional solicitation.

Mr. Phillips provided a PowerPoint presentation to the committee describing the principles or goals for reauthorization in the bill outlines from the House Transportation & Infrastructure Committee and the Senate Environment & Public Works Committee.

Mr. Phillips said the House proposal is a six-year bill providing \$230 billion. This represents a 35% reduction in funding annually compared to SAFETEA-LU because they want to match appropriations in the new Act with Highway Trust Fund revenues. Mr. Phillips said the Senate proposal covers only two years at funding levels equal to SAFETEA-LU, but the Senate committee does not explain how it would cover the funding deficit. Both committees expressed a desire to consolidate or eliminate a number of federal surface transportation programs and provide about \$1 billion to the Transportation Infrastructure and Finance Innovation Act (TIFIA) to provide loans for transportation projects of national significance.

The committee discussed different scenarios including short term extensions of SAFETEA-LU or no action at all, as was the case with reauthorization of the Federal Aviation Administration funding.

Mr. Mussell moved, seconded by Ms. Smith, to recommend adoption of the two contingency planning recommendations described in action transmittal 2011-56. The motion passed unanimously by voice vote.

**V. Other Business.**

Members did not raise any other business.

**VI. Adjourn**

Mr. Lilligren adjourned the meeting at 2:15 PM.

Respectfully submitted:  
Kevin Roggenbuck, TAB Coordinator.

